

The China Mail.

No. 12,029

英一千九百零一年十月五號

HONGKONG, SATURDAY, OCTOBER 5, 1901.

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seemed that he had three ribs broken, and that he had fainted into a lady's arms and been taken away by her and her sister in a hansom to the nearest hospital.

'So, of course,' concluded the man who had been telling the story, 'you foresee the end of it all.'

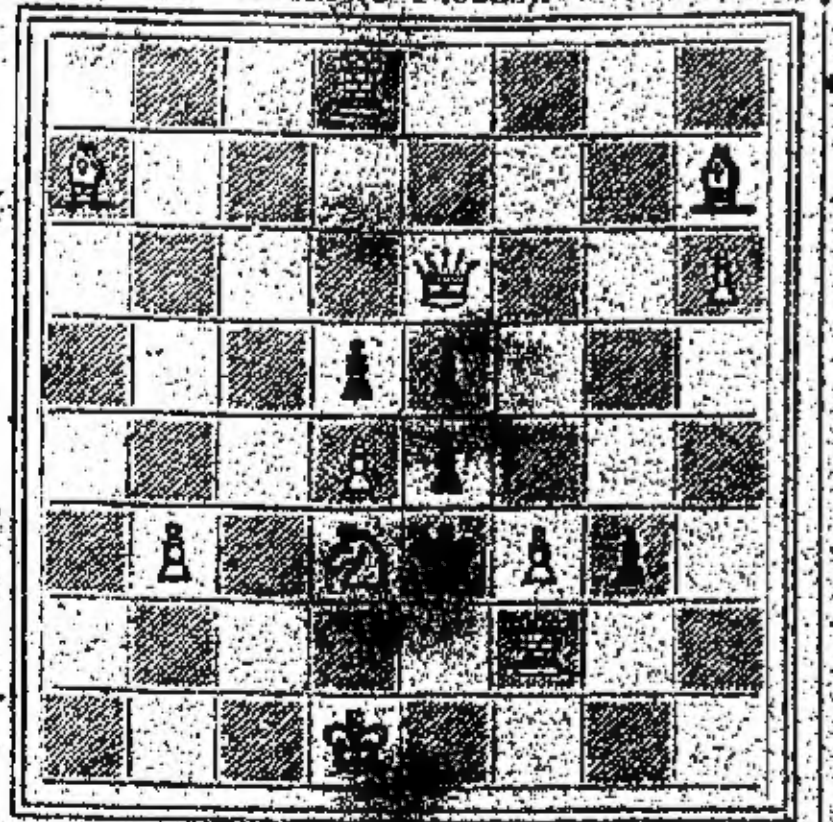
'Why, yes—the girl married Bundy, the good but not beautiful, who had impressed his muddy mark on her heart.'

'Not at all,' said the narrator indignantly. 'I would not tell a story with such a feeble ending as that. No—the Colossus was constantly coming to enquire at the hospital; he turned out quite a good fellow; he was really sorry about Joe Bundy; the girl and he several times met there; then he went to call on her, and finally Joe Bundy just came out of hospital in time to be the best man—right forward, as he called it—in proposing the bride's health at their wedding. He has forgiven the Colossus for breaking his ribs and his heart, but he'll dispute with you till the cows come home, and very probably he'll knock you down, if you persist in telling him that "none but the brave deserve the fair".'

CHESS COLUMN.

CONDUCTED BY 'BLACK BISHOP.'
Communications should be addressed 'Chess,' CHINA MAIL OFFICE.
Original Problems should be accompanied by Solution and Analysis.
The Hongkong Chess Club meets every Monday, Wednesday and Thursday, from four till half past seven p.m., at the Public Library, 15, Bank Buildings.

Problem No. 35.
Black (5 Pieces).



White (11 Pieces).
White to play and mate in two moves.

Solution to Problem No. 34 by L. C. Sim-burgh in *Sechevsky's* List:
White: 1 R-R4, 2 Kt-Q6 ch, 3 B-B3 mate.
Black: BxR, Kt7.
Correct solution from 1901.

The telegraphic chess tournament between Calcutta and Simla has been won by Calcutta, Simla resigning in both instances.

The problem I give this week is out of the beaten track. Solvers will require to be wary.

Is there any element of chance in chess? The answer, says Seguin in the *Times Democrat*, would seem to be irresolutely in the negative; and yet experience, strange to say, demonstrates just a contrary conclusion. Luck there is in the very game itself; and that luck lies in the relative bearing of the possibilities existing in the various positions arising, and in the capacity of the player or players for discerning and availing themselves of them. Even with the masters, positions suddenly develop in the game (wholly independent of their deepest cogitations) of whose possibilities they have been quite unaware until almost the moment of their unconscious evolution. The Blackburne-Pillsbury game which we give is an apt illustration. At the time of its playing, Blackburne's chess force as compared with Pillsbury's was almost as that of an arc to an incandescent light; and yet note how the very nature of the successive positions, beginning, say, with Black's twelfth coup, suggests the 'best move on the board' and produces one of the most charming of historical games. The score and notes (abbreviated) are translated from the German of the 'Book of the Congress' of 1873:

BLACKBURN'S GAMBIT DECLINED.
White—Blackburne. Black—Pillsbury.
1 P-Q4 P-Q4
2 P-QB4 P-QB3 (a)
3 Kt-KB3 B-KB4 (b)
4 Q-QKt3 Q-Q2
5 P-Kt3 P-Kt3
6 Kt-Kt3 P-Kt3
7 Kt-Kt3 P-Kt3
8 B-KB4 (d) B-Q3
9 Q-R3 B-Q3
10 P-Kt4 Kt-Kt3
11 P-K4 Kt-Kt3
12 Kt-QKt5 (g) B-QKt5 ch
13 K-QKt5 (h) B-Kt5 ch
14 B-K2 B-B3
15 KxB B-Q4
16 Kt-QB7 Kt-Kt3 (i)
17 B-Kt3 Kt-Kt3 (j)
18 Kt-R B-Kt3
19 P-Q R3 B-Kt3
20 PxB Q-QKt3
21 Kt-R-Qsq Kt-Kt3
22 B-Q4 (m) Kt-Kt3
23 B-QB5 (n) Q-QKt4 ch
24 K-Q2 Kt-B5
25 K-K3 P-Kt4 (o)
26 P-Q2 P-Kt3
27 B-QKt1 B-Kt3
28 Q-QB4 Q-Kt3
29 P-Q5 Q-Kt3
30 R-Kt3 Kt-QP ch
31 K-K2 P-Kt3
32 P-Q2 Kt-B5 ch
Reigns

(a) P-K3 is much better.
(b) This move loses a P.
(c) Absolutely necessary. Black dared not take the QP, on account of 7 Kt-K5 (or, otherwise, 7 Kt x QP), &c.
(d) Instead of this 8 P x QBP, Kt x QBP; Kt x Kt, P x Kt; 10 P-KB3, deserved consideration for White.

(e) The parties are highly interesting. Upon 9...Kt x P, there would probably follow 10 P-K4, Kt x KP; 11 Kt x QP, Q-Rch; 12 Kt-QB3 and White has a good game. Should Black, for his 10th move, take the P with either B or QP, 11 QKt-Kt5, &c., would win for White.

(f) This combination leads to extraordinarily intricate positions.

(g) 12 QP x Kt would obviously be unsound.

(h) Had White captured the B, Black would have won by 13...Kt-B6ch and 14...Q x B.

(i) Instead of equality by 10...Q x Kt, Black prefers to give up the exchange for a good attack.

(j) After 17...Kt-B3, White's Pa would eventually have become very dangerous.

(k) If 22 QR KR sq the reply would be 23...R-K sq; 24 P-B5, Kt-B5ch, &c.

(l) From this on, stroke follows stroke. With every move Black threatens speedy mate.

(m) Black plays the ending in excellent style.

I am not personally a believer in luck at chess. I say this after having read a long article in the *Sydney Mail* on the recent championship tournament of New South Wales. The writer of that article analyses the play throughout the tournament, and shows how, in his opinion, and such a player might have lost if the other player had made the correct move. Now, it is the natural exclamation to say: 'Oh, yes, Black won, but he was lucky in pulling it off, for if Smith had seen that mate in twelve he would have won, of course.' Well, I don't say that is luck. It is downright bad play; and the conclusion I arrived at after reading the article of my Sydney confrere was that there must have been a shocking amount of bad play in the N.S.W. tournament. It is not luck if an opponent leads off with an opening you know, for, presumably, he also has analysed it, and is familiar with the principal variations. Chess is not like billiards. In a game of billiards a great deal depends on the run of the balls. In chess, the stronger player invariably wins, and if he loses it is by an oversight or bad play. Palpable mistakes mean palpable bad play.

The following game was played in the tournament referred to above and won by the ex-champion:

(RAY LOPEZ.)
White. Black.
(J. A. Pictor.) (E. N. Wallace.)
1 P-K4 P-K4
2 Kt-KB3 Q-Kt3
3 B-Kt5 B-B3
4 P-Q3 P-Q3
5 Castles B-Kt5
6 P-Q R3 (a) B-Kt5
7 B-Kt5 (b) P-Kt3
8 B-R4 P-Kt4
9 B-Kt3 P-R4
10 P-R3 B-R4
11 B-B2 B-R4
12 Q-B sq (c) B x Kt
13 P x B Q-Q2
14 K-Kt2 Castles Q R
15 B x Kt P x B
16 R-R sq Q-R-Kt sq
17 Kt-Q2 P-Kt5
18 R x P (d) Kt x P (d)
19 P x Kt Q x P ch
20 K-B sq Q-Kt7 ch
21 K-K2 Q x P ch
22 K-Q sq R-K7
23 P-B3 B-K6
24 B-Kt sq B x B ch
25 R x P ch Q-Kt7
26 K-B2 B-B5
27 Q-K sq B-B5
28 R-Q sq P-R6
29 Q-R sq B-Kt
30 Q x Q P x Q
31 K-Kt sq B-B5
32 R x P R-R7, and wins.

(a) P to B3 is the right move.
(b) Breaking the principle that it is worse than useless to pin the Kt when a player has castled and his opponent has not.
(c) It is seldom that the Ray Lopez comes so early to grief.
(d) Black has the ball at his foot and is kicking merrily. His play throughout could not be improved.

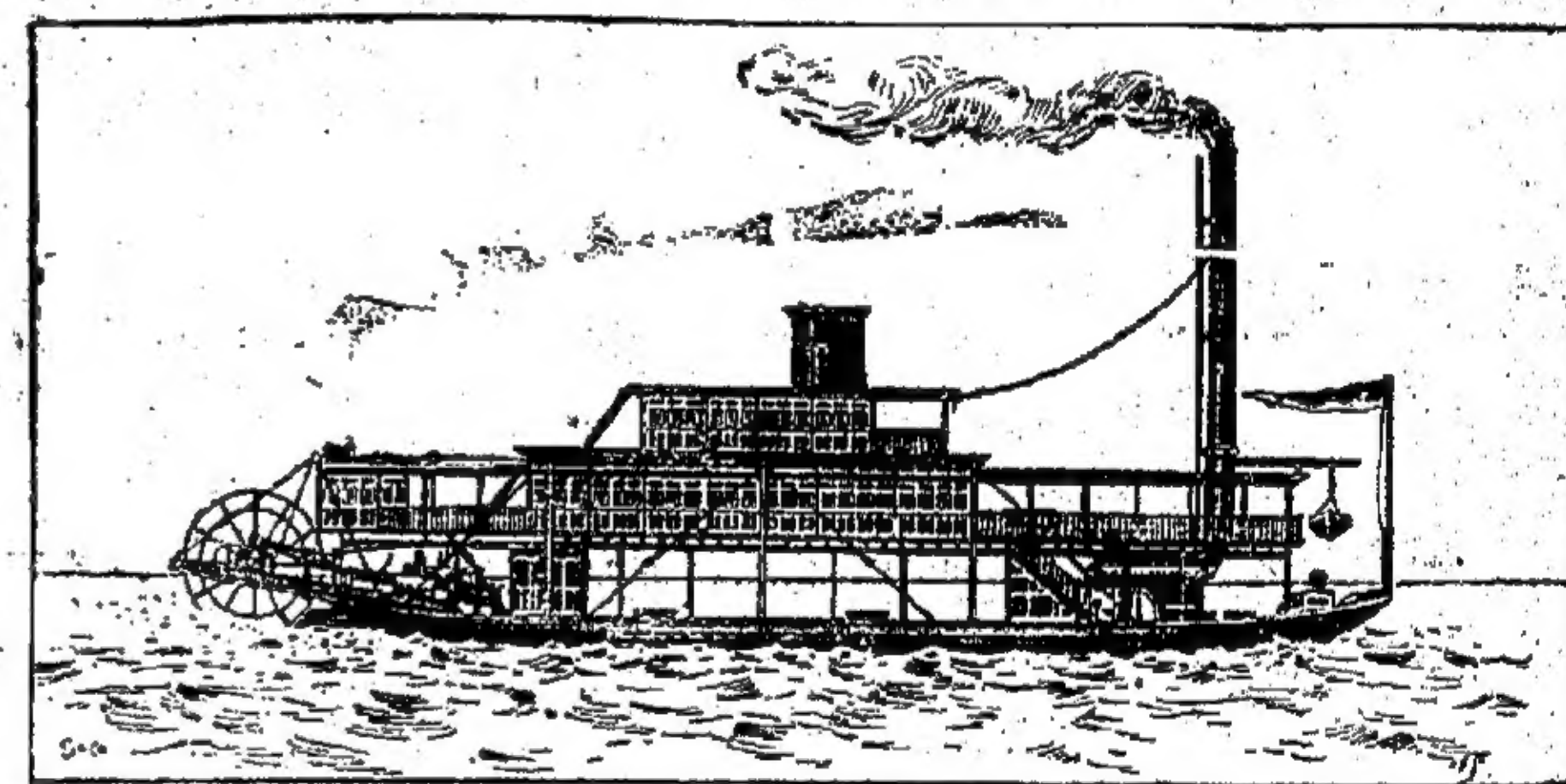
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General Memoranda.

TUESDAY, October 2.—
Goods per *Scythia* not cleared at 4 p.m.
subject to rent.

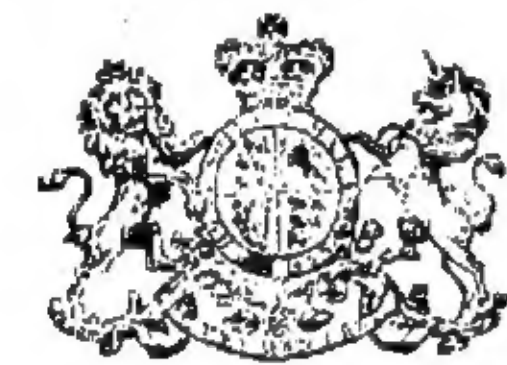
THURSDAY, October 4.—
Noon.—Meeting of Union Insurance
Society of Canton, Ltd., at the Society's
Head Office.

Sale of the British ship *Chloe Beville*.
Goods per *Bombay* undelivered after
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FRIDAY, October 5.—
Noon.—Meeting of Canton Insurance
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THE HONGKONG DISPENSARY.

1607

The publication of this issue commenced
at 4.20 p.m.

The China Mail.

HONGKONG, SATURDAY, OCTOBER 5, 1901.

At Thursday's meeting of the Sanitary Board, the old subject of surface-crowding was under discussion. The subject came up in connection with the Bill that has been drafted by the Acting Attorney General to enable the Government to deal immediately with the addition of new stories to old houses in narrow streets and the re-building, in some instances, of high houses on old sites, contrary to the principles of sanitation and hygiene. In spite of themselves, the Government officials have been forced to admit that they have contributed to the insanitary condition of the Colony, and now they seek to loosen the bonds which have tied their hands. The spectacle is far from edifying; but it is at least satisfactory to know that the Press and public have awakened the officials from their lethargy and that steps are being taken to undo the evils of past generations of officials and to do something for the public safety. Far be it from us to hinder the Government in the new departure. We have advocated consistently wholesale reforms, and if the officials had devoted more attention to the crying needs of the Colony and less to the preparation of memoranda to prove that black was white the work of reform might have been already far advanced. As we say, we have no intention of giving the Government any excuse for further delay, but cannot help saying that we consider the present proposals, admittedly tentative and compromising, not sufficiently drastic, and therefore suggest the assumption of greater powers by the Government when the measure comes up for consideration at the next meeting of the Legislative Council.

During the discussion at the Sanitary Board meeting at which, be it observed, the experts responsible for the public health (Mrs Atkinson and Clark) were outvoted by the non-experts (Messrs Chatham, Bideley, Brewin and Lau Chiu Pak)—it was stated by Dr Clark, the Medical Officer of Health:—
"We have at the present moment an enormous amount of surface-crowding in this City of Victoria, and this Bill will do nothing whatever to mitigate it. It may possibly prevent its becoming much worse, but it will do absolutely nothing to remedy it. There are two cities in the East which have the unenviable notoriety of being the hot-beds of plague, and those two cities are Hongkong and Bombay. Until this last week, I, with other members of the community, thought the surface-crowding in Bombay was in excess of that in Hongkong, while it has been generally stated that the surface-crowding in Bombay was, moreover, in excess of any other city in the world. During the last week, however, an Indian journal, published in Bombay, has been sent to me, which calls attention to the fact that Bombay may now relinquish the 'bad eminence' which she has hitherto held of having the most crowded areas in the world, for it is pointed out that whereas no acre in Bombay contains more than 660 persons, there are two districts in Hongkong which contain over 800. It is not a question moreover of one or two acres only which contain this enormous population, but of no less than 50 acres in the centre of this City of Victoria, each of which contains over 800 persons. The limit of safety per acre is generally looked upon as about 200 persons, so we must regard these districts as containing four times as many people as they should do. This Bill will not abate that surface-crowding one jot."

It is only fair to point out that the Acting Director of Public Works held a different opinion, and he found the largest measure of support at the Board table; but then, perhaps, the other members were influenced in their votes by wholly different considerations to those advanced by the two medical experts. While these gentlemen were aiming at the permanent improvement of the working-class dwellings of the Colony, to prevent the flagrant surface-crowding, which, if not primarily responsible for the recurring plague epidemics, at least contributes more than anything else to the spread of the disease and its disastrous lingering in the Colony, Mr Chatham and his supporters may have been desirous of dealing first of all—and promptly—with the epidemic of extra-story building, which has led to several collapses, with great loss of life. Put briefly, Dr Clark's proposals are for permanent improvement; Mr Chatham's for temporary relief from an obvious evil. The danger is that all efforts at improvement will cease with the temporary measure, which is confessedly inadequate if a wholesome improvement is to be achieved.

Water Subscription Grinins.
The 71 water subscription grins which arrived per s.s. *Bombay* are in fair condition. The drawing will take place to-night, 62 of the animals having been passed. They will take some little time to recuperate after their long sea voyage, but they look remarkably well considering, and are believed to be a useful lot.

The New Bickshas.
Sixty more (making in all 100) of the new Japanese public rickshaws were placed on the streets of Hongkong to-day. They seem to be doing a roaring business and are pleasing the public.

Colonel Gartside-Tipping has vacated the command of the 1st Bengal Lancers. Lieutenant-Colonel C. H. Hayes succeeds to the command of the regiment. Major W. D. Thomson being appointed Second-in-Command, but retaining seconded, Major Davies becomes Second-in-Command pro tem.

A Glasgow reader of the *China Mail* sends us a copy of a lecture delivered in that progressive city by Mr Peter Pyfe, Chief Sanitary Inspector of Glasgow, in March of this year. It deals with overcrowding and some of the insanitary evils which are common to this Colony. Mr Pyfe is probably the leading Sanitary Inspector of the present day, and what he has to say weighs with all sanitary experts. We wish he could have been sent to Hongkong to pass his verdict upon it from the point of view of a sanitarian. In the course of his lecture, Mr Pyfe says:—"Leaving theory, we have now to consider the legal standard. It is that in front of every window there shall be a free space of not less than three-fourths of the height of the wall of the building in which the window is situated. That is to say, that for a four-storied building, 40 feet in height to the eaves, the free space shall not be less than 30 feet. This, then, is the standard of the Glasgow Police Act, 1866, and surely it is fair to assume that all dwellings which do not conform with this law, made 35 years ago, are not in this year, 1901, adequately lighted, and consequently should be placed in the category of houses which are 'obstructed' themselves, or are, in turn, 'obstructed' in relation to the building opposite to them. This principle has been recognised by Parliament in the 40th Section of the *Glasgow Building Regulations Act, 1900*, by which, in two years, all dwelling-houses so situated may be absolutely 'closed' for human habitation. This sets forth clearly enough the requirements of the Glasgow Municipality in a city where tropical conditions do not obtain. It also shows briefly what powers the Municipality have for dealing with property not fulfilling the legal requirements. Here in Hongkong, a sub-tropical island, periodically ravaged by a deadly disease like plague, paying annual toll in thousands of valuable human lives and having its commerce very seriously hampered, the Sanitary Board asks for buildings limited to 45 feet in a 30 ft. street! It seems to us that had the Sanitary Board advocated the Glasgow measurements it would have been infinitely better for the future of the Colony; and we hope the Government will allow itself to be guided by its health experts instead of rushing through legislation which does not satisfy these experts and cannot have an appreciable effect on the healthiness of the Colony. By all means, let the Government take immediate powers to restrict the superimposing of new stories on old buildings in narrow streets and the re-building of high houses on old sites; but let that be done irrespective of the sanitary legislation so necessary for the welfare of the Colony. When drastic sanitary legislation is introduced, let us have the principles laid down that will yield the maximum of benefit; and, above all, let the Government have done with tinkering, compromising, and 'jerry-built' ordinances."

Notes by the Way.
There will be six-a-side football matches on every day next week, excepting Saturday.
Orders have been issued for the bands of Indian regiments remaining in China to be sent out to them.
The French gunboat *Comete* fired a salute of 101 guns on the King of Siam's Birthday at Bangkok.
The Maharaja of Bikaner who, on return from field service in China, has been staying in Simla as the guest of the Commander-in-Chief, has now returned to his State.
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LOCAL AND GENERAL.
To Subscribers.
In order to expedite the work of distributing this newspaper, to subscribers throughout the Colony, we are re-arranging the Districts of our delivery coolies. If any irregularity occurs in delivery, we hope subscribers will notify us at once. The change will be introduced in the various districts in the course of the present month.
The China Campaign.
Major Norie, Middlesex Regiment, lately D. A. Q. M. G. for Intelligence, with the China Expeditionary Force, has been selected to write the official account of the China campaign.
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Giving him his Soup!
A Yankee on his first visit to London, put up at one of the large hotels. In due course he found himself at the table d'hôte, and a waiter approached him bearing a plate of soup. "No, thank you," he drawled, "I won't take any soup; bring me fish." The waiter retired, only to be followed a few moments later by another, also armed with a plate of soup. "Take it away," snapped our friend; "I don't want it; get me no use for it," and his command was obeyed; but then, to his disgust there appeared on the horizon still another plate of soup. "Oh," murmured our friend, "I don't think we live on soup where I was raised?" With that the persecution ceased; he got his fish, and all went well for the time being that is. In the middle of the night, however, there was a terrific uproar in that hotel. One of the visitors had thought fit to treat himself to a dose of poison, and attendants were despatched in hot haste in search of a doctor. It happened, however, that a youthful medico was staying in the house, and, hearing what was wrong, he hastily inquired the number of the sick man's room, and, promising to be along in a minute, proceeded to concoct an emetic. Unfortunately, he had misunderstood the room number given him, and hurrying off with his remedy, he lit upon the chamber occupied by our American friend. Entering, he found an individual lying on the broad of his back and breathing stertorously, and, being youthful and flurried, took it for granted that here was the patient. Seizing the sleeper in a professional grip, he poured the contents of his tumbler down his throat, but the result somewhat staggered him, for, jumping from his bed, the infuriated Yankee spluttered, coughed, and then, frantically waving both fists, shouted, "Damn these eternal Britishers, they've got their blasted soup into me after all!"

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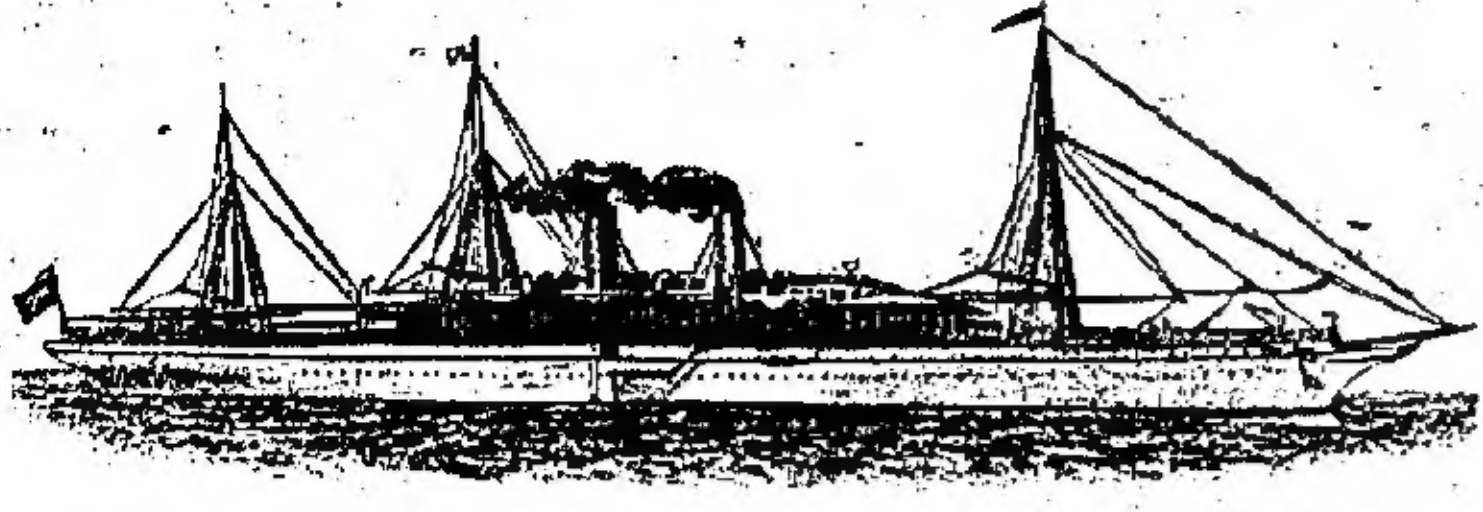
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CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—5,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.
Proposed Sailings from Hongkong.

EMPEROR OF CHINA, Comdr. R. ARCHER, R.N.R., WEDNESDAY, 23rd Oct. 1901.
TARTAR 4425 Tons, Comdr. E. BETHAM, R.N.R., WEDNESDAY, 23rd Oct. 1901.
EMPEROR OF INDIA, Comdr. O. J. MARSHALL, R.N.R., WEDNESDAY, 23rd Oct. 1901.
ATHEMIA, 3882 Tons, Comdr. H. MURRAY, R.N.R., WEDNESDAY, 23rd Oct. 1901.
EMPEROR OF JAPAN, Comdr. H. PETER, R.N.R., WEDNESDAY, 23rd Oct. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice. Passengers booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Cabin Passenger accommodation, the 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The 'TARTAR' takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, October 1, 1901. D. E. BROWN, General Agent, PRINCE STREET, 1112

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, PORTLAND, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 10th October.
SACHSEN	WEDNESDAY, 30th October.
KLAUSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 14th November.
EYKUN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PRINZESS	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.

ON WEDNESDAY, the 10th day of October, 1901, at Noon, the Steamship HAMBURG, of the HAMBURG-AMERIKA LINIE, Captain H. MAHN, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 14th October, Cargo and Specie will be received on board until 5 p.m. on TUESDAY, the 15th October, and Parcels will be received at the Agency's Office until Noon on THURSDAY, the 17th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

1947 Melchers & Co., Agents.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS.	TO SAIL
IOLOLO AND CEBU	KAIPOUN	11th October.
MANILA	CHINGAI	12th October.

PORT DARWIN, THURSDAY	CHINGAI	12th October.
ISLAND, COOK TOWN,		
TOWNSVILLE, BRISBANE,		
SYDNEY AND MELBOURNE		

* The situation of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

Hongkong, October 5, 1901. BUTTERFIELD & SWIRE, AGENTS.

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NORDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OCEAN, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Koenigsberg, Capt. CHRISTENSEN	18th October.	Freight and Passengers.
S.S. Bamberg, Capt. ZUBROSKA	2nd November.	Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Sagan, Capt. FORBES	16th November.	Freight.
S.S. Martburg, Capt. ZACHARIE	30th November.	Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Sagan, Capt. BOCK	14th December.	Freight.
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For further particulars, apply to

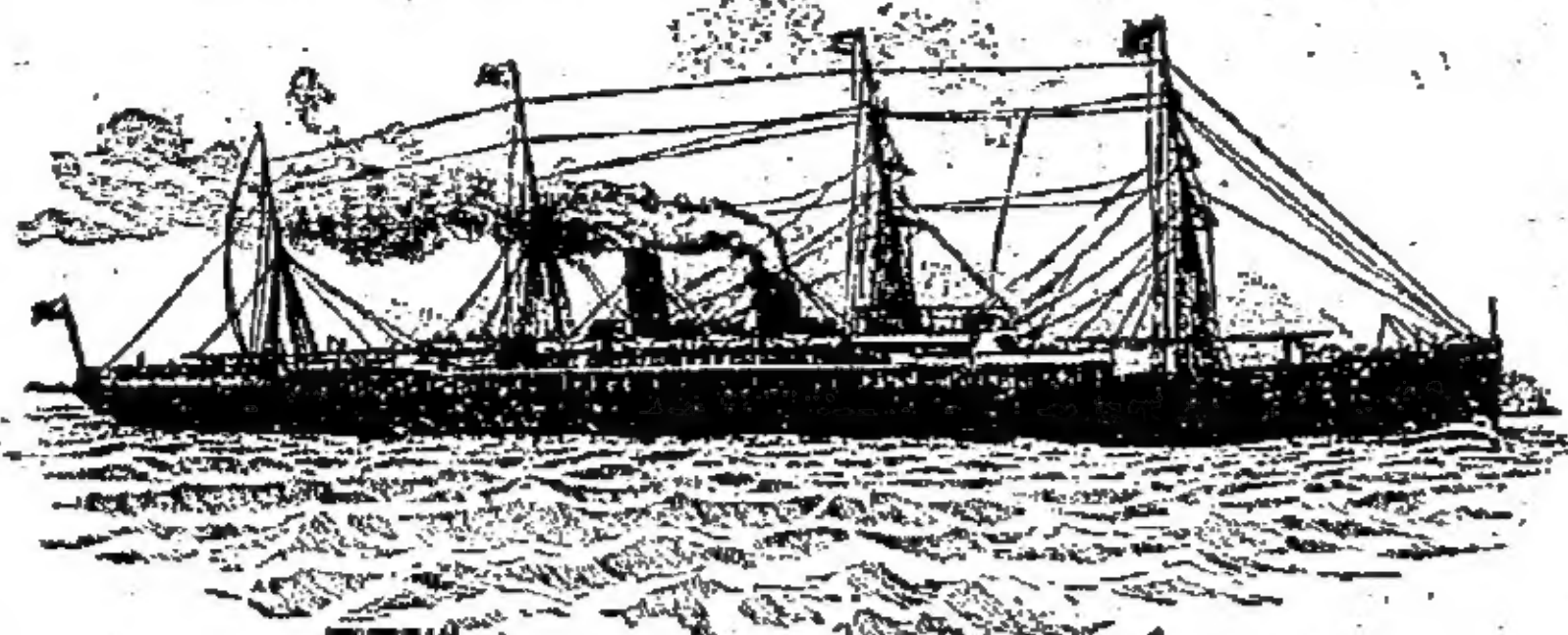
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, Queen's Building, No. 1.

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U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.
ALGOA * MONDAY, 7th Oct. at Noon.
CELESTIA * SATURDAY, 10th Oct. at Noon.
DORIC * TUESDAY, 20th Oct. at Noon.
PERU * TUESDAY, 12th Nov. at Noon.
COTIC * WEDNESDAY, 20th Nov. at Noon.
* For SAN FRANCISCO, via MOJI only. Cargo only.

THE P. M. S. S. Co.'s Steamship ALGOA will be despatched for SAN FRANCISCO, via MOJI only, on MONDAY, the 7th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for the OCEANIC CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines. Special Rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building, Hongkong, October 4, 1901. GEO. ECKLEY, Acting Agent. 860

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.
Queen Adelaide	2832	F. McNair	October 8
Victoria	3592	J. Paulson	October 15
Dracena	3601	W. Watt	November 12
Glengyle	3760	W. Frakes	November 26

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Excellent accommodation. First class Table. DOCTOR and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. DINING CAR is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent scenery of the Rocky and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK route.

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The best route to the Klamath Lake Fields. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

HONGKONG, October 1, 1901. 422

OCEAN STEAMSHIP COMPANY

FROM	OUTWARDS.	DEPT.
GLASGOW AND LIVERPOOL	NESTOR	10th October.
GLASGOW AND LIVERPOOL	NESTOR	12th October.
GLASGOW AND LIVERPOOL	DARDAUNUS	17th October.
GLASGOW AND LIVERPOOL	MACDONALD	23rd October.
GLASGOW AND LIVERPOOL	PRONTHUR	28th October.

FOR LIVERPOOL DIRECT.	STEAMERS.	TO SAIL
(Taking Cargo at London Rates).	NESTOR	14th October.
LONDON	NESTOR	15th October.
LONDON	CALHAS	29th October.
LONDON	NESTOR	12th November.
(Taking Cargo at London Rates).	DARDAUNUS	15th November.
LONDON	MACDONALD	28th November.

Hongkong, October 3, 1901. BUTTERFIELD & SWIRE, Agents, O. S. S. Co. 2402

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
YAMAGUCHI MARU, S. KOBAYASHI	MOJI, KOBE & YOKOHAMA.	TUESDAY, 8th Oct., at Noon.
SEIYUN MARU, G. E. P. COOK	KOBE and YOKOHAMA.	FRIDAY, 11th Oct., at Daylight.
KAGOSHIMA MARU, K. KORI	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 11th Oct., at Noon.
HAKATA MARU, F. L. SOMMER	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 18th Oct., at Daylight.
KASUGA MARU, H. FISHER	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 18th Oct., at Noon.
KINSHU MARU, P. I. POST	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	SATURDAY, 19th Oct., at 4 p.m.
YAWATA MARU, A. E. MOSE	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 25th Oct., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Queen's Road.

A. S. Mihara, Manager. Hongkong, October 4, 1901. 770

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES shown—

PORTS.	STEAMSHIP.	CAPTAIN.	DATE.
SINGAPORE AND BOMBAY.....	<i>Francia</i> +	W. W. COOKE, R.N.R.	About 7th Oct.
LONDON, &c. <i>Palawan</i>	<i>Chelieu</i>	J. CHELIEU, R.N.R.	Noon, 12th Oct.
SHANGHAI, &c. <i>Coronado</i>	<i>W. W. Vibert</i>	F. W. VIBERT, R.N.R.	About 12th Oct.
YOKOHAMA, &c. <i>Japan</i>	<i>C. C. Talbot</i>	C. C. TALBOT, R.N.R.	About 20th Oct.

PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LONDON. Oriented 5284 Tons. 23rd March. DON Direct without Transhipment. 6004 " 12th April.

* See Special Advertisement. † For Freight only. ‡ Calling at PENANG and COLOMBO if sufficient inducement offers.

For Freight or Passage, and Further Particulars, apply to

H. A. RITCHIE, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, October 5, 1901. 979

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER- RANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 7th October, at 1 p.m., the Company's Steamship NATAL, Captain Bous, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES Via BOMBAY.

This Steamer connects at COLOMBO with the S. S. Tonkin which, vessel takes on her Passengers and Mails, leaving that Port on the 10th Oct., direct to SUEZ, PORT SAID & MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th Oct. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, September 23, 1901. 1973

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu) Saturday, Oct. 12, at Noon.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu) Tuesday, Nov. 5, at Noon.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu) Thursday, Nov. 23, at Noon.

THE Twin-Screw S. S. HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th October, at Noon, 1901.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent. Hongkong, September 18, 1901. 1898

THE OSAKA SHOKEN KAISHA, LIMITED.

FOR ANPING, VIA SWATOW AND AMOY.

THE Company's Steamship MAIDZURU MARU, Captain T. SATO, will be despatched for the above Port on WEDNESDAY, the 16th Inst.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents. Hongkong, October 3, 1901. 2005

Shipping.

THE OSAKA SHOKEN KAISHA, LTD.

FOR TAMSUI, SWATOW AND AMOY.

THE Company's Steamship DALIN MARU, Captain T. KIRANO, will be despatched for the above Ports on SUNDAY, the 9th Inst.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, September 30, 1901. 2016

FOR YOKOHAMA AND KOBE.

THE N. D. L. Steamship

Captain ZURBOSSEN, will be despatched for the above Ports on MONDAY, the 7th Inst., at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, October 4, 1901. 2041

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship ESMEBALDA, Captain J. MCGINTY, will be despatched for the above Ports on MONDAY, the 7th Inst., at 5 p.m.

For Freight apply to SHEWAN TOMES & Co., General Managers.

Hongkong, October 3, 1901. 2021

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUMSANG, Capt. BULLER, will be despatched for the above Ports on TUESDAY, the 8th Inst., at 2 p.m.

Instead of as previously notified. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, October 5, 1901. 2018

FOR NAGASAKI & WLADEWOSTOCK.

THE Steamship

Captain SCHIFFER, will be despatched for the above Ports on WEDNESDAY, the 9th Inst., at 3 p.m.

This Steamer has superior Accommodation for First-class Passengers. For Freight or Passage, apply to

SIEMSEN & Co., Agents

